

MANZANITA IS LOST

Rammed By the Dredge Columbia and Sinks Instantly.

NO LIVES ARE SACRIFICED

Crew Loses Everything of Personal Nature—Ship Lies in Seven Fathoms—Funnel and Search Light All That Is Visible—She May Be Raised.

At 7:10 o'clock yesterday evening the light house tender Manzanita was steaming quietly down the Columbia river, en route to this port to give what assistance she might to the stranded light-ship from the bar, when she met the towing steamer John McCracken, in charge of the Port of Portland dredger Columbia coming up. The Manzanita gave the starboard call for passing but received no answer from the McCracken; the McCracken, however, swung away in obedience to the call she had not answered, and as she did so, the Columbia took a sheer toward the Manzanita, and the powerful digger that was hung to her, amidships, crashed into the tender just forward of the waist on the starboard side and ripped her open along the water line for about seven feet. The dredger moved off almost instantly, and the Manzanita started for the bank, but did not make it. She sank in the channel in seven fathoms of water within 12 minutes from the moment she was struck.

The McCracken immediately went to the assistance of the tender but could do no more than pick off the officers and crew, and this she did in a hurry. There was not a thing saved from the tender and the men had nothing when they landed at Eagle Cliff, but the clothes they stood in.

The accident happened on the line between Waterford, Washington, and

Wesport, in Oregon, and for completeness of the work accomplished, holds the record of the river for quickness.

The steamer T. J. Potter came along about the time the party was landed at Eagle Cliff and she was hailed by the McCracken, and the entire crew of the Manzanita boarded her for this city, except the officers, who returned to the Washington shore to stand by their sunken vessel and to await orders from head-quarters.

The news was received in Astoria with genuine regret by everybody, for the Manzanita was a favorite of long years standing in this port and the hope is broadcast that she will be floated, repaired and renew her service in and out of this port; but just what will be done with her is conjectural, as no word has been received from the department in relation to her future.

Captain Albert Ross, U. S. N., inspector of light-houses arrived in the city yesterday, accompanied by Superintendent T. H. Hart, of the light house construction department and was engaged all day yesterday in sizing up the condition of the Columbia river bar light-ship now ashore at Peacock spit. These gentlemen returned to the city last evening and are the guests of Captain Richardson on the tender Columbine. They report the light-ship as resting easily and in the absence of violent weather will have her afloat in a few days; it being the intention to put out a mushroom anchor on a wire cable well astern in the Baker's bay channel, and warp the ship back to deep water, a perfectly feasible program if the weather holds moderate as to wind and surf.

As to the Manzanita, these gentlemen could report nothing except that her stack and search-light are the only visible signs of the popular little steamer, and that it may prove expedient to attempt her raising and re-equipment.

She was billeted for a general overhauling, for which the sum of \$40,000 had been appropriated and a number of bids were already filed in this behalf, the survey and estimates for the work having been well pushed for some time past.

The last time she was overhauled the work was done by the Astoria Iron Works. She was repaired here in 1897. There were 13 bids submitted for the work, coming from firms in San Francisco, Seattle, Portland and this city.

The Astoria people won the contract on a tie-bid by the Robert Lawlor concern, of Portland, as the local firm had the machinery necessary to do the entire line of repairing. The contract was for \$18,800, but the entire bill of cost for the whole system of repairs cost the government \$31,000. She went on the ways on May 10, 1897, was launched on September 9, and made her trial trip and was accepted by the department, on October 9, of that year, and, lacking just two days, has been in commission for eight years.

An eye-witness to the loss of the Manzanita, in fact one of the twenty-two people constituting her crew, says it was a mournful spectacle to see the handsome little craft sink down, in the twilight, with all her running lights ablaze and the smoke pouring from her funnel, while her entire outfit of officers and men were compelled to stand idly by unable to do a thing in behalf of the vessel they had served so long, and, speaking in the larger sense, on whose decks they had enjoyed many a day of service, sometimes hard and wearying, and again, pleasant, easy and satisfactory.

DIED YESTERDAY.

Ami Lennart Hiltmann, the infant son of Mr. and Mrs. Jacob Hiltmann died early yesterday morning at the family home, No. 1415 Franklin Avenue, in this city. The funeral will take place this afternoon, from the home. The babe was 2 months and 13 days old.

PUBLIC LIBRARY TRUSTEES.

The board of trustees of the Astoria public library, consisting of 15 of the leading ladies of the city held a brief bi-monthly session in the library at city hall yesterday, at which routine matters, alone, were handled with thoroughness, and despatch.

New Cure for Cancer.

All surface cancers are now known to be curable, by Bucklen's Arnica Salve. Jas. Walters, of Duffield, Va., writes: "I had a cancer on my lip for years, that seemed incurable, till Bucklen's Arnica Salve healed it, and now it is perfectly well." Guaranteed cure for cuts and burns. 25c at Chas. Rogers' drug store.

SAILS AND SAILORS

Distressed Schooner Enters this Port at Early Dusk.

ST. PAUL IS TOTALLY LOST

Berlin Down and Ready for Sea—The Stranded Light-Ship May Be Saved—Weather Moderating and Bar Bound Fleet Rapidly Dispersing.

The steamer Sue H. Elmore, which for several days, has been bar-bound here, will try to make a get-away today.

The schooner Oakland, 16 days out from San Francisco, bound for Tillamook City, under charter of the Truckee Lumber Company, entered this port at nightfall yesterday, under her own canvas and came to an anchorage off the Lindenberger dock. She has been buffeted about for over a fortnight, beating back and forth off Tillamook Bay, waiting for the tug Roscoe to tow her into that "sanctuary," but the Roscoe was bar-bound in Yaquina Bay and could not do service expected of her. The Oakland has been off the mouth of the Columbia for nearly week, and with a genuine grouch against tugs and pilots and all other sorts of relief, concluded to come in by herself. She had a fierce time of it during the past 48 hours, having lost her mainsail and two of her headsails. She will bend some new canvas and take on fresh supplies, here, and make a new dash for her destination in a day or two.

The steamer Lurline is back to her schedule, leaving for Portland at 7 p. m. last evening; on her passenger list were noted the following names: E. J. Ferguson, J. B. Howell, W. Seaborg, G. W. Hadley, F. W. Winslow, R. Johnson, J. P. Gibbons, C. B. Anker, J. Hazelton, R. H. Espey, A. W. Reid and J. H. Williams.

The Hammond Lumber Company has been making strenuous efforts for several days to charter one of the dredgers belonging to the Port of Portland, for use here in undermining the stranded sea raft in Young's Bay, hoping to slip it back into channel water. But the dredger people have had to decline all overtures, as the dredgers are in constant employment, with lots of contracted work ahead of them. The raft owners will keep up the search for relief and apply as quickly as found.

The oil tank steamer Whittier arrived in port last night from San Francisco, and will leave up for Portland early this morning.

Quite a fleet of steamers left out yesterday morning simultaneously, for San Francisco, the Northland, W. H. Kruger and Cascades. They departed at 8:30 o'clock, and met the Roanoke bound in. The latter vessel docked here for an hour to land passengers and freight and then proceeded to Portland. She is billed to return on Wednesday next.

There will be a sharp look out kept for the steamer Alliance from San Francisco and Eureka, as the passengers from the wrecked St. Paul are on board. She is almost certain to dock at the Callended piers some time during the day, but no hour can be determined by her agents.

The ship Berlin arrived down from Portland early yesterday morning under tow of the Oklahoma. She is grain laden for Yokohama and will clear on the first available tide and bar.

The fine schooner Kona left for San Francisco yesterday morning, early, the Tatoosh showing her the way out.

There is little doubt in the minds of seafaring men who have viewed the wreck of the St. Paul, that the steamer will be a total loss before a fortnight has passed. Heavy seas are now washing over the ship. The steamer is still in an upright position. The booms on the masts have been washed away, and three lifeboats on the port side that were not pressed into service have been wrenched loose from the davits. Bits of railing, spars, and tackle have been found along the shore and have drifted far out into the ocean.

Boatswain Allen, who accompanied Captain Randall within a mile of the wreck, says that the vessel is rapidly breaking up. Her cabins seem to be collapsing, and it is not believed that anything can be saved.

There was a rumor current in the city yesterday that the steamer Melville Dollar will be chartered to take the place of the St. Paul, but it lacked confirmation at the office of Agent G. W. Roberts of the O. R. & N. Company. Her net tonnage is 1103, while the net of the St. Paul was 1860 tons, a difference of nearly a thousand tons in capacity.

The British steamers Kelvinbank and expected to be in commission on the bar by Wednesday next. Her repairs are not as complete as the Bar Association had intended to make, but time was of the essence of the job, and what has been done will put her in good shape for the season's service and the work will be perfected early in the coming year.

The British steamers Kelvinbank and Imaum, having finished loading grain at Portland for Kotzebuitzu and Shanghai respectively, should be down pretty pronto. Both are drawing 25 feet and will need a smooth and flooded bar to make a safe offing and only one of the "superannuated gang" can show them the way.

To add to the disasters accumulating in the lighthouse service of this district, it is reported that the tender Heather is quarantined at Seattle, with an aggravated case of smallpox on board.

The busy Naheotta is busier than ever. She brought over a long list of people last night and her foredeck was jammed with scores of sacks of luscious hivalves from Shoal-Water Bay points. Among her passengers was Mrs. Simmons, of Oysterville, a prostrate invalid, brought to this city for medical treatment.

DECLARATION OF INTENTION.

Anton Gjertson a native of Norway yesterday appeared before the county clerk and declared his intention of becoming an American citizen.

A young woman can earn her living expenses in Portland while studying at the Holmes Business College. For particulars, address the Principal, Holmes Business College, 25-33 Y. M. C. A. Building, Portland, Ore.

STOKES

Ready to wear clothes appeal to the man who is able to appreciate the difference between ordinary ready made garments and clothes made as high class tailor would make them. To these men we would be pleased to show our high class tailor made suits, overcoats and rain coats. You would not have to buy—you would not even be asked, but a trial will convince you that we can prove up when we say **PERFECT FIT** Guaranteed or money refunded.

Suits \$10 to \$30.00
Overcoats \$10 to \$30.00
Rain Coats \$12.50 to \$30.00

P. A. STOKES

The Dressy Shop for Dressy Men.

EIGHT PROMISING PUPILS

Clatsop County Schools Turning Out Right Sort of Material.

The Morning Astorian is indebted to the indefatigable superintendent of Clatsop county's schools, Miss Emma C. Warren, for the following bit of interesting detail:

Eight pupils in the rural schools of the county have successfully passed the September eighth grade examinations, the list is as follows:

Olny, district No. 11.—Mr. C. E. Smith, teacher; Mary Farrell, Agnes C. Leahy and Margaret Farrell.
Hatch, district No. 29, Nellie Anderson, teacher.—Annie Johnson.

Fernhill, No. 18, Lily Lewis, teacher.—George Johnson, Stanley Thomas, and Mary Parker.
Albert district, No. 9, Virginia Keene, teacher.—Ida Empo.

These examinations are in reading, language, writing, arithmetic, geography, spelling, history, physiology and civil government.

These examinations every year, and diplomas are awarded to those who make an average of 80 per cent, not falling below 70, in any of their studies.

The diplomas are prepared by the state board and the diplomas give pupils the right of admission to any high school in the state.
The standard of education is surely advancing in Clatsop county, as is shown by the fact that in the last 18 months, there have been in the rural schools 58 eighth grade graduates.

Now let the school officers pay more attention to the enforcement of the compulsory school law so that all the children of the county may have the benefit of its excellent school system. Then, as one generation succeeds another, there will be a constant advance in intelligence, morals and good citizenship.

Accordion, Sunburst and Knife Pleating

To Order
STEAM PROCESS.
No Hot Irons. No Burning of Goods.
Miss O. Gould
Eighth Floor, Marquam Building, PORTLAND.
Prompt and Careful Attention Given to all Out-of-Town Orders.

The Astoria Restaurant.

GOOD, CLEAN MEALS
EXCELLENT SERVICE
OPEN ALL NIGHT
399 Bond St., cor. Ninth

ANOTHER MASTERFUL DEMONSTRATION OF OUR BUYING SUPERIORITY TAKES PLACE

ON
WEDNESDAY MORNING
OCT. 11, AT 9 O'CLOCK

Just at this Season of the year, which is our busiest time—manufacturers all over the country are offering their left over stocks at a mere song

We sang the lowest in this instance and the result is, that we are able to offer our patrons on Wednesday next by actual count, 9643 yards of fine Swiss Embroideries that would retail in any store in the country at from 15c to 50c at the exceedingly low price of only **5 Cents the yard**

WHETHER IT RAINS OR SHINES IF YOU ARE THOROUGHLY ALIVE TO YOUR OWN INTERESTS YOU'LL COME HERE WEDNESDAY PREPARED TO BUY EMBROIDERIES ENOUGH TO LAST YOU FOR YEARS TO COME.
EXTRA SALES PEOPLE TO WAIT UPON YOU. NO LIMIT, TAKE AS MANY YARDS AS YOU WANT.

This Sale For Cash Only.

THE FOARD & STOKES CO.

NEW GOODS ONLY



Ladies' Fall Shirt-Waists

Fancy Mixtures at ... \$1.00 and \$1.15
All Wool Flannel ... \$1.00 and \$1.15
Alpaca in all colors \$1.75

Ladies' Caps in Nobby New Styles

Just the thing for rainy weather
48c, 73c, and 89c.
The largest variety of

Ladies' Rain Coats

in the city.
Swell coats from ... \$5.00 to \$20.00

Have you seen our new suits, nothing like them.
We can Fit You Perfectly.

